

PARKING

Parking is restricted throughout most of the study area through the use of on-street residential parking restrictions and is considered a critical issue to many area residents. The on-street parking within the District of Columbia is regulated by signs that allow non-permit holders to park for the duration of between one and three hours. There is also metered on-street parking, predominantly in the commercial districts and areas surrounding the Metro Station. In Takoma Park, MD, the zoning regulations are different in that they allow only residents of the area to park between 7:00 AM and 7:00 PM during the week.

On-Street/Metered Parking

Parking restrictions in the study area are summarized in Figure 26. Parking along Georgia Avenue is regulated by permit signage, except for the section between Alaska Avenue and Hemlock Street, and between Tuckerman Street and Quackenbos Street, where parking meters restrict parking on both sides of the street.

Parking is not permitted on Piney Branch Road between Georgia Avenue and 9th Street and between Butternut Street and Blair Road (on the west side of the roadway). There is an area near the Metro Station that is currently unsigned and is regularly occupied by long-term users. The balance of Piney Branch Road has permit parking regulations.

Along Blair Road no parking is permitted on either side of the roadway from Georgia Avenue to Peabody Street, except for the section along the west side of the street between Whittier and Peabody Streets.

Eastern Avenue, which is discontinuous throughout the study area, has no parking zones on the east side of the roadway between Piney Branch Road and Cedar Avenue as well as between Walnut Street and New Hampshire Avenue. The remaining sections of the road allow parking on the west side.

No parking is permitted along Philadelphia Avenue or along Carroll Avenue, between Philadelphia Avenue and Tulip Avenue.

Along Carroll Avenue/Carroll Street, parking is permitted with meter restrictions in the commercial district and with no restrictions on the north side of Carroll Street between Cedar Avenue and Willow Street, which is typically used by commuters for long-term parking.

Peabody Street has residential permit parking along most of its length with the only exceptions being on the south side of Peabody between 9th and 8th Streets and between 2nd Street and Blair Road. No parking is permitted just west of Chillum Road and New Hampshire Avenue.

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Figure 26. Existing Parking

Other areas of note regarding on-street parking are as follows:

- There is parking only on the west side of the roadway on the entire length of 5th Street and predominantly on the east side of Holly, Cedar, Willow, and Spruce Avenues.
- Several of the street segments throughout the study area have residential permit parking on one side of the street and no parking on the other, often due to narrow road widths in the residential areas.
- There is parking only on the south side of Hemlock and Geranium Streets between Georgia Avenue and 9th Streets and on Highland Avenue between 9th Street and Piney Branch Road.

Off-Street Parking

Within the Washington, D.C. portion of the study area, three private parking lots, as shown in Figures 27, 28, and 29, all within one-half mile of the Metrorail station, allow monthly payments. One lot is located between a church and an apartment building at the intersection of Butternut and 4th Streets, one is across the street from the Takoma Funeral Home along Carroll Street, and the last is behind the CVS store along Carroll Street between Maple and Willow Streets. The lot on Butternut Street has 20 parking spaces, the lot along Carroll Street has 59 parking spaces, and the lot along Willow Street has 76 parking spaces.

Figure 27
Off-Street Parking on Butternut Street

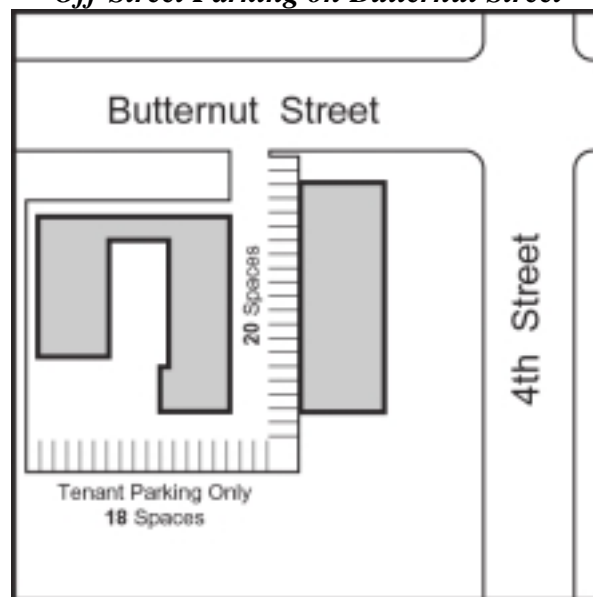


Figure 28
Off-Street Parking along Carroll Street

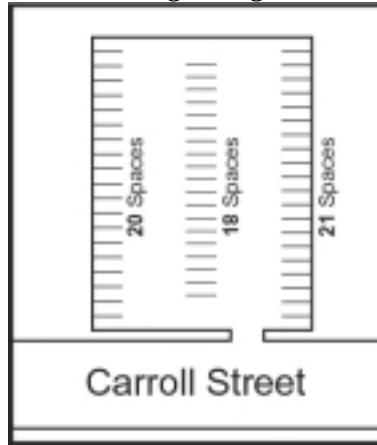
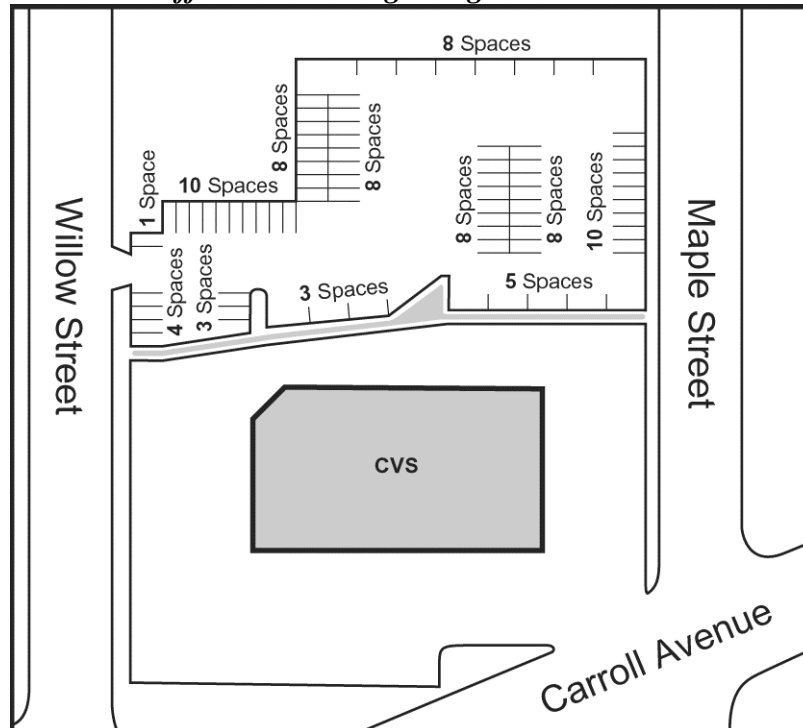


Figure 29
Off-Street Parking along Willow Street



Metro Station Parking

As Figure 30 indicates, the Takoma Metro Station parking facilities are located northwest of the station and presently parking is accessed via Eastern Avenue between Piney Branch Road and Cedar Avenue. Currently, there are restrictions against long-term commuter parking at the station. The 152-space parking lot is divided into Sections A, B, and D, each with different parking restrictions. Section A is comprised of five 15-minute, Kiss-and-Ride, un-metered waiting spaces. Sections B and D are longer term parking areas, having 94 spaces and 58 spaces respectively with a maximum 7-hour daily parking limit. To further discourage all day, commuter parking, the sections have offset time limit restrictions. Section B parking is permitted between 8:30 AM and 3:30 PM with no parking permitted between 3:30 PM and 7:00 PM. Patrons may resume parking in Section B between 7:00 PM and 2:00 AM. Section D parking begins at 10:00 AM and ends at 2:00 AM, with no parking permitted between 2:00 AM and 10:00 AM on weekdays. Holiday and weekend parking is free all day in all sections. In addition to a large sign indicating parking restrictions in each section, shown in Figure 31, all parking meters have time limits posted in the viewing window of the meter.

The Study Team conducted observations of parking activities throughout a weekday. Over the 10.5-hour period of observation (8:30 AM – 7:00 PM), several patrons were observed parking in the lot outside of the posted time limits for each section. There is no clearly delineated sign indicating what hours require payment of the parking meters (i.e., when meter restrictions end). Two parking citations were issued in Section B between 8:30 AM and 7:00 PM on the observation day, both being given for expired parking meters.

Click to View:

Figure 30. Metro Parking and Station Access

Figure 31
Metro Station Section Parking Signs



Over the course of the observation day, 234 different vehicles parked at the station. As Table 9 illustrates, between 9:30 AM and 2:30 PM, Section B had more than 80 percent of the spaces being used. Section D had greater than 80 percent utilization between 11:30 AM and 3:30 PM, and between 5:30 PM and 6:30 PM.

As Table 10 indicates, the parking restrictions are often violated at the Takoma Metro station. The most severe periods of violation showed that 24 percent of Section D was utilized prior to 10:00 AM and 65 percent of the spaces in Section B were used after 3:30 PM. Of the 234 different cars that parked at the station, 47 vehicles (or approximately 20 percent) were observed in the parking lot beyond the 7-hour posted time limit, with more than half of those exceeding the time limit by more than an hour.

Table 9
Utilization of Takoma Metro Station Parking Facilities

Time	Section B		Section D		Total, %
	# of Cars	% of Section	# of Cars	% of Section	Both Sections of Lot
8:30 AM	0	0%	5	9%	3%
9:30 AM	77	82%	14	24%	60%
10:30 AM	79	84%	35	60%	75%
11:30 AM	77	82%	57	98%	88%
12:30 PM	75	80%	58	100%	88%
1:30 PM	80	85%	58	100%	91%
2:30 PM	80	85%	58	100%	91%
3:30 PM	63	67%	53	91%	76%
4:30 PM	49	52%	44	76%	61%
5:30 PM	50	53%	57	98%	70%
6:30 PM	50	53%	49	84%	65%
7:00 PM	46	49%	32	55%	51%
Total Spaces	94	100%	58	100%	152

Table 10
Utilization of Takoma Metro Station Parking Facilities

SECTION	Hours over Limit					# Cars in Day
	0	1	2	3	4	
B	113	8	0	0	14	135
D	74	14	4	4	3	99
Total	187	22	4	4	17	234
Percentage	80%	9%	2%	2%	7%	100%

Commercial Parking Deficiencies Near Old Town Takoma Park

Background

In 2001, Urciolo Properties released a market profile showing a shortage of short-term parking in Old Town Takoma Park and Takoma Junction. The market study contained detailed demographic data, descriptions of businesses, an inventory of existing parking, and an analysis of parking requirements based on zoning ordinances. Related to the market profile is a proposal to expand a retail strip in Old Town Takoma Park to include a small movie theater, a restaurant and a parking garage. This expansion would complement the existing retail and business needs of Old Town, which consist of a mix of retail and office uses and off-street and on-street parking.

The findings of the market profile support Urciolo's development proposal. Of interest to the City of Takoma Park was how underserved commercial land uses are in Old Town and Takoma Junction. As described above, most of the on-street parking in the vicinity of the Takoma Park commercial district is zoned residential with restricted time limits. Urciolo's market profile demonstrates the latent demand for parking as defined by the off-street parking requirements according to Montgomery County's zoning ordinance. With this, the City of Takoma Park is evaluating the viability of the parking garage in considering sharing the construction cost with Urciolo Properties.

Methodology

The Consultant conducting this study evaluated the methodology used by Urciolo properties and concluded that rather than considering the land uses in Old Town and Takoma Junction, this study should consider the parking demand in the area within the 800 feet¹ maximum walking distance from a parking garage to a destination in a major urban area. An 800-foot radius is the maximum recommended walking distance for short-term parking, which describes parking durations necessary (two to four hours) for most of the land uses around Old Town: retail, restaurants and services. Since short-term parkers typically want to hop-in and hop-out of a particular business, location of short-term parking is essential to the effectiveness of the parking and its usefulness to the businesses that it is intended to serve.

For each land use within an 800-foot walking distance of the proposed garage, existing parking *demand* was determined based on the parking *requirement* for each of the land uses surrounding the location of the proposed parking garage, as dictated by the parking requirements of each respective jurisdiction². To determine the off-street parking requirement, land uses in the project area were analyzed and cross-referenced with the parking requirements in the zoning ordinances of Montgomery County and Washington, D.C. In the analysis of parking demand, the Study Team used only land uses within the walking distance threshold for short-term parking patrons.

Results

Table 11 shows the base parking requirements for Washington, D.C. and Montgomery County. This requirement reflects the minimum number of spaces needed per gross square footage.

Table 11
Base Parking Requirements

Zoning	Base Parking Requirements			
	DC	MD		
	1 space per	2.4 spaces per	3.5 spaces per	25 spaces per
C1, C-2-A/ Office/Service	2,000 sq ft	1,000 sq ft		
C1, C-2-A/ Retail	3,000 sq ft		1,000 sq ft	
C-2/ Restaurant	1,500 sq ft			1,000 sq ft
Special Purpose	600 sq ft			
Educational	2,000 sq ft			
Storage	3,000 sq ft			

In addition to the base parking requirements, the zoning ordinances of Washington, D.C. and Montgomery County include special exclusions to the base parking requirements that lower the minimum parking requirement on fulfillment of certain criteria. These criteria include distance of the business to a Metrorail station. In D.C., reducing the parking requirement is subject to

¹ *Parking*, Robert A. Weant and Herbert S. Levinson, Eno Foundation for Transportation, 1990, p. 211.

² This methodology equates parking requirements to parking demand because the parking requirement rates used by DC and Montgomery County reflect the demand for parking at each of the jurisdictions. Alternatively, parking demand could have been calculated based on Institute of Transportation Engineers (ITE) parking generation rates. However, the application of parking generation rates from the ITE Parking Generation Manual (based on national averages) would have resulted in larger and less accurate estimates of parking demand for the area.

approval by the Board of Zoning Adjustment and can only be reduced by a maximum of 50 per cent of the base requirement. In Montgomery County, a reduction for proximity to transit applies only to office land uses. For this study, office land uses were not differentiated from service land uses. Furthermore, because of the nature of the businesses in the vicinity of the proposed parking garage, the Consultant assumed that there are no business participating in a share-a-ride program or provide transit discounts, carpool spaces or private shuttles. Thus, these businesses were not credited toward the jurisdiction's base parking requirement.

The result of this analysis was a parking assessment that compared the existing inventory of parking and existing demand based on zoning parking requirements. The parking assessment shows a summary of all businesses in Old Town and the required base parking requirement associated with each. Furthermore it supports the conclusion made in Urciolo's market profile that the existing off-street parking in Old Town is insufficient for accommodating existing land uses. Table 12 shows the results of the parking assessment. Note that parking required for 2002 exceeds the existing level by 354 spaces. For DC, the parking requirement can only be reduced by a maximum of 95 spaces (50% of 190), which would still cause the parking requirement to exceed the available supply.

Table 12
Parking Summary for Non-Residential Short-Term Parking Land Uses within Walking Distance of Proposed Old Town Garage

	Existing 2002	Required 2002
Washington, DC		
Retail		69
Office		9
Special Purpose		46
Educational		14
Storage		52
On-Street, Res.	133	
On-Street, Meter	38	
Off-Street	76	
Sub-total	247	190
Takoma Park, MD		
Retail		225
Service		361
Restaurant		162
On-Street	30	
Off-Street	307	
Sub-total	337	748
Total	584	938
Parking Deficiency		354